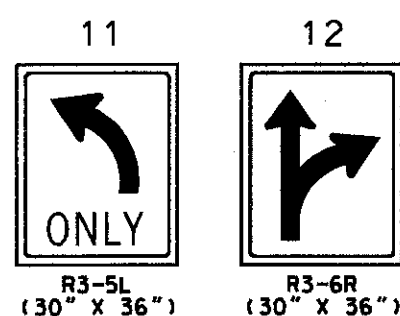


US 40 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION

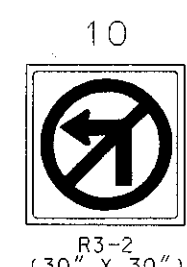
SPECIAL NOTES:

1. SUFFICIENT LENGTHS OF SPARE CABLE SHALL BE INSTALLED TO RELOCATED SIGNAL HEADS FOR LATER STAGES.

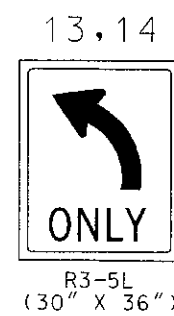
PROPOSED SIGNS



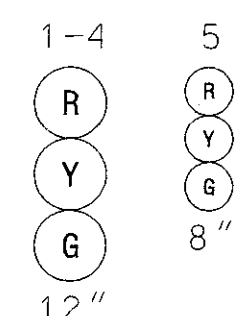
EXISTING SIGN TO REMAIN



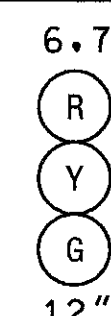
EXISTING SIGNS TO BE COVERED



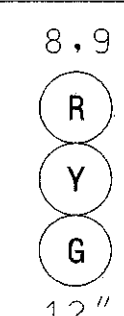
EXISTING SIGNAL HEADS TO REMAIN



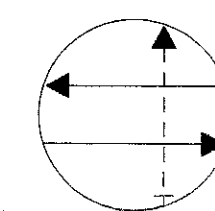
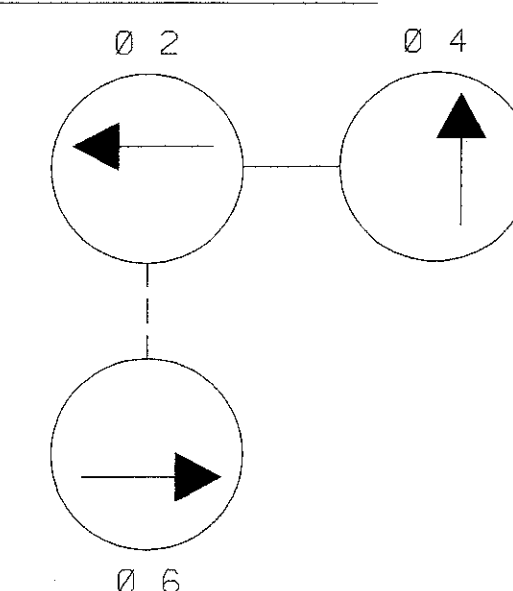
PROPOSED SIGNAL HEADS



EX. SIGNAL HEADS TO BE COVERED



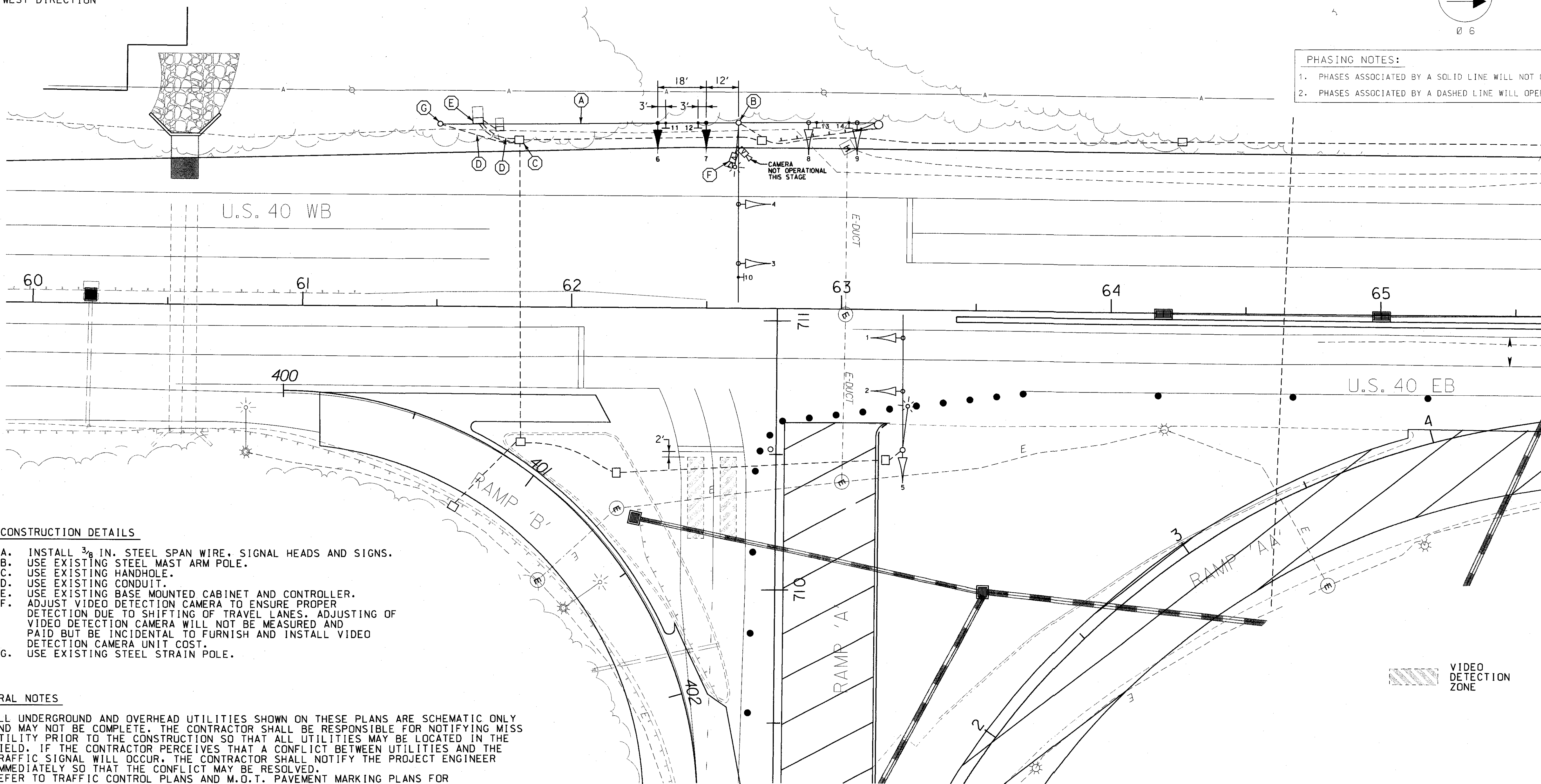
NEMA PHASING



FLASHING
OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- A. INSTALL $\frac{3}{8}$ IN. STEEL SPAN WIRE, SIGNAL HEADS AND SIGNS.
- B. USE EXISTING STEEL MAST ARM POLE.
- C. USE EXISTING HANDHOLE.
- D. USE EXISTING CONDUIT.
- E. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- F. ADJUST VIDEO DETECTION CAMERA TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES. ADJUSTING OF VIDEO DETECTION CAMERA WILL NOT BE MEASURED AND PAID BUT BE INCIDENTAL TO FURNISH AND INSTALL VIDEO DETECTION CAMERA UNIT COST.
- G. USE EXISTING STEEL STRAIN POLE.

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. REFER TO TRAFFIC CONTROL PLANS AND M.O.T. PAVEMENT MARKING PLANS FOR ADDITIONAL PAVEMENT MARKING AND SIGNING DETAILS.
3. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
4. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	— A —
ELECTRICAL	— E —
TELEPHONE	— T —
GAS	— G —
SEWER	— SS —
STORM DRAIN	— SD —
WATER	— W —
CABLE TV	— TV —

WR&A
Whitman, Reardon
and Associates, LLP
2315 Saint Paul Street
Baltimore, Maryland 21218
(410) 235-3450

REVISIONS	
①	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B) SIA NO. 84847511 10-18-02
②	SRB NML 10/18/02
③	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B) 4-25-95
④	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B) 12-3-93

APPROVALS	
TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION	
ASST. TRAFFIC ENGINEERING DESIGN DIVISION	
CHECKED - TRAFFIC ENGINEERING DESIGN DIVISION	
DIRECTOR, TRAFFIC & SAFETY	



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
U.S. 40 (PULASKI HWY) AND
MD 43 (WHITE MARSH BLVD) RAMP 'A'

DRAWN BY: GENE SIMMERS
CHECKED BY: GENE SIMMERS
SCALE: 1" = 20'
DATE: 11-4-93

F.A.P. NO. B-971-501-476
S.H.A. NO. BALTIMORE
COUNTY: BALTIMORE
LOG MILE: 03004010.84

TS NO. TS-601C
T.I.M.S. NO. E442

SHEET NO. OF

STAGE IV - TSP-4